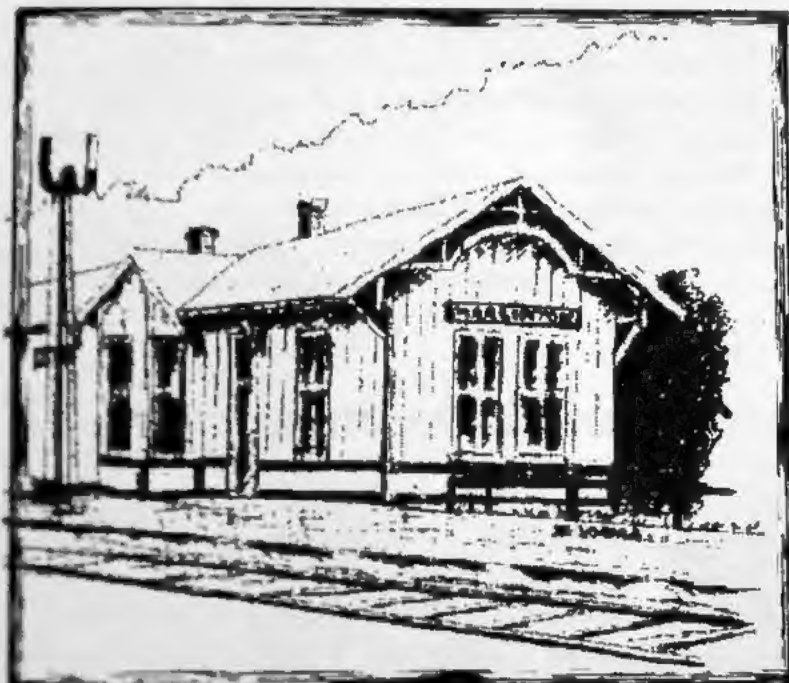

May 31 - June 1, 1996

DEPOT DAYS

Visit the Historic Train Depots along the
Greenbrier River Line in Pocahontas County!



Presented By:

GREENBRIER RIVER TRAIL ASSOCIATION
WEST VIRGINIA RAILS-TO-TRAILS COUNCIL
POCAHONTAS COUNTY PARKS & RECREATION
POCAHONTAS COUNTY
DRAMAS, FAIRS & FESTIVALS
TOWN OF DURBIN
MARLINTON RAILROAD DEPOT, INC.
DURBIN SENIOR CENTER
POCAHONTAS COUNTY TOURISM COMMISSION
MOUNTAIN STATE RAILROAD & LOGGING
HISTORICAL ASSOCIATION



THE DEPOTS

Cass Depot: milepost 80.68

The original depot was standard style and located east of the road crossing on the north side of the tracks. In the summer of 1923 the original station was replaced with a larger structure located a few feet east of the first building. The new building was a modified form of the standard depot with low gabled roof at the gables and no peaked roof over the agent's bay window. The agency at Cass was closed in 1948 and the station continued to be used by the Cass Route Railroad. The building was destroyed by fire on May 5, 1973. The state built a new depot based on the 1923 structure but this time with a peaked roof over the bay window. The new building was completed in the spring of 1978.

Cloverlick Depot: milepost 71.17

The standard depot building here was west of the road crossing and north of the track. As built, it was about 40 feet long. By 1907 however, the freight room was lengthened and the building became 65.5 feet long (16.5 feet wide). The Cloverlick station was closed in 1952. Other facilities included a water tank, a section foreman's house, two bunkhouses, section tool house, and stock pens. The building was purchased by Dr. Brown and was moved not far from its original trackside position. In September of 1995 the station was relocated near its original site. Currently, restoration is being coordinated by the Greenbrier River Trail Association with a grant from the Pocahontas County Tourism Commission and the Intermodal Surface Transportation Efficiency Act.

Durbin Depot: milepost 95.55

The Durbin depot still exists but has been considerably altered from its original configuration. As originally built, it was a standard style building, 16.5 feet wide, and about 75 feet long. By 1917 the building was lengthened to 109 feet. The Durbin depot handled the business of both the C & O and Western Maryland Railroads. The depot remained open until the closing of the Greenbrier line in 1978. The depot

is now owned by the State of West Virginia and is used as a senior citizens center and craft shop. Other facilities at Durbin included a water tank, coaling platform, engine inspection pit, track scale, office building, section foreman's house, five bunkhouses, section tool house, and stock pens.

Marlinton Depot: milepost 56.13

The still existing standard depot building here measures 18.5 x 70 feet and is located just east of the Eighth Street crossing. As originally constructed, it had three rooms - a waiting room, an agent's office, and a freight room. The building was completed in 1901. The C & O station was closed after the last train ran in December of 1978 and the station was entered in the NATIONAL REGISTER OF HISTORICAL PLACES on August 29, 1979. The Marlinton depot is now occupied by the Pocahontas County Tourism Commission and the Visitor's Center is open daily.

Depot information from *The Durbin Route*
by William Price McNeel

John Hartford -- In Concert!

Depot Days begins Friday, May 31 with musician/riverboat pilot John Hartford performing his own original music along with old time bluegrass favorites. You'll remember John Hartford from the Glen Campbell



TV show, the Smothers Brothers Comedy Hour, David Letterman, Hee Haw, The Grand Ole Opry and as a guest on Nashville Now. The one man band, playing banjo, fiddle and guitar loves for his audience to dance and, space permitting, will call a figure or two at the end of the set. John Hartford is sure to be a crowd pleaser, come see him on Friday, May 31 at the Marlinton Depot.

This Concert Is FREE!

Schedule of Events

Friday, May 31, 1996

Marlinton Depot

6:30pm Opening Band: Free Samples
7:00pm Musician John Hartford performing

Saturday, June 1, 1996

Cass Depot

All Day

Photo Displays on depots along the Greenbrier River and logging activities at Cass.

Display on Whittaker Camp project.

Book signings with authors George Deike (*Logging on South Cheat*) and Bill McNeel (*The Durbin Route*).

Cloverlick Depot

All Day

West Virginia Rail-Trail Council Representatives

Information and Refreshments.

Durbin Depot

All Day

Historical Display of the Durbin Depot. Lions Club selling rides on a railroad worker's car.

Craft Show and demonstrations of traditional crafts.

9:00am Shuttle for mountain bikers departs for the West Fork Trail.

10:00am-12:00 Durbin Jail House open for Public Viewing.

11:30am-2:30pm Concession Stand for Lunch
1:00pm-4:30pm Live bluegrass by The Buffalo Chips

Marlinton Depot

All Day

Historical Tours.

Information and Refreshments.

THE DEPOT

Cass Depot: milepost 80.68

The original depot was standard style and located east of the road crossing on the north side of the tracks. In the summer of 1923 the original station was replaced with a larger structure located a few feet east of the first building. The new building was a modified form of the standard depot with less gingerbread at the gables and no peaked roof over the agent's bay window. The agency at Cass was closed in 1965 but the station continued to be used by the Cass Scenic Railroad. The building was destroyed by fire on May 5, 1975. The state built a new depot based on the 1923 structure but this time with a peaked roof over the bay window. The new building was completed in the spring of 1979.

Cloverlick Depot: milepost 71.17

The standard depot building here was west of the road crossing and north of the track. As built, it was about 40 feet long. By 1907 however, the freight room was lengthened and the building became 65.5 feet long (16.5 feet wide). The Cloverlick station was closed in 1952. Other facilities included a water tank, a section foreman's house, two bunkhouses, section tool house, and stock pens. The building was purchased by Dr. Brown and was moved not far from its original trackside position. In September of 1995 the station was relocated near its original site. Currently, restoration is being coordinated by the Greenbrier River Trail Association with a grant from the Pocahontas County Tourism Commission and the Intermodal Surface Transportation Efficiency Act.

Durbin Depot: milepost 95.55

The Durbin depot still exists but has been considerably changed from its original configuration. As originally built, it was a standard style building, 16.5 feet wide, and about 75 feet long. By 1917 the building was lengthened to 100 feet. The Durbin depot handled the business of both the C & O and Western Maryland Railroads. The depot remained open until the closing of the Greenbrier line in 1973. The depot

is now owned by the senior citizens center. Durbin included a inspection pit, track house, five bunkhouse,

Marlinton

The still existing, 16.5 x 70 feet and crossing. As original waiting room, an a building was completed after the last station was entered. TORICAL PLACES depot is now occupied by Commission and the Depot.

John Hartford

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This

THE DEPOTS

milepost 80.68

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bay at Cass was closed in
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destroyed by fire on May
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aked roof over the bay
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milepost 71.17

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Depot 95.55

the house considerably
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was white and about 15
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Depot measured approx-
to 1875. This depot

is now owned by the State of West Virginia and is used as
a senior citizens center and craft shop. Other facilities at
Durbin included a water tank, coaling platform, engine
inspection pit, track scale, office building, section foreman's
house, five bunkhouses, section tool house, and stock pens.

Marlinton Depot: milepost 56.13

The still existing standard depot building here measures
16.5 x 70 feet and is located just east of the Eighth Street
crossing. As originally constructed, it had three rooms -- a
waiting room, an agent's office, and a freight room. The
building was completed in 1901. The C & O station was
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station was entered in the NATIONAL REGISTER OF HIS-
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depot is now occupied by the Pocahontas County Tourism
Commission and the Visitor's Center is open daily.

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by William Price McNeel

John Hartford - In Concert!

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pilot John Hartford performing his own original music
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John Hartford from the Glen Campbell
TV show, the Smothers Brothers
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loves for his audience to dance and,
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Marlinton Depot.



This Concert Is FREE!

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7:00pm

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Info

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9:00am Shut

10:00am-12:00

11:30am-2:30
1:00pm-4:30p

Info

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Historical Tours.
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at milepost 56.13

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The Durbin Route

by McNeel

- In Concert!

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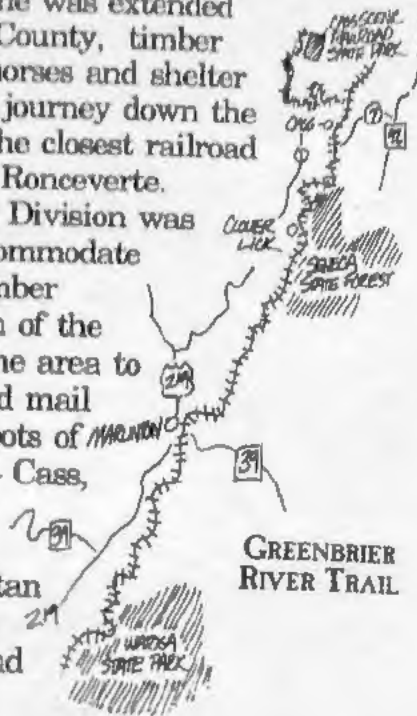
It is FREE!



POCAHONTAS COUNTY DEPOTS

Before the railroad line was extended north to Pocahontas County, timber producers sent logs, horses and shelter on a treacherous raft journey down the Greenbrier River to the closest railroad station which was in Ronceverte.

While the Greenbrier Division was primarily built to accommodate the area's thriving timber industry, construction of the railway also opened the area to passenger, freight and mail service. The four Depots of Pocahontas County — Cass, Cloverlick, Durbin and Marlinton were gateways to metropolitan areas and allowed the local industry to expand and prosper.



NATIONAL TRAIL DAYS

June 1, 1996

The American Hiking Society introduced National Trails Day in 1993 as part of its ongoing campaign for Trails for All Americans — a plan to create a nationwide system of greenways that would come within 15 minutes of every American's home or work place. National Trails Day has generated public enthusiasm for development of trails for hiking and biking. Now in its third year, this event partners with Depot Days in a celebration of the abundant recreational opportunities in Pocahontas County.



GREENBRIER RIVER TRAIL

This converted rail trail is one of the country's longest and most scenic. Starting in Cass and ending 76 miles south in Caldwell, the trail is the original C&O Greenbrier line. The surface is packed limestone at less than one percent grade. Two tunnels and thirty five bridges help make this a wonderful route for the family. Stronger cyclists will enjoy making loops with adjoining country lanes and singletrack. Three days are recommended to ride the entire trail. Due to 1996 flood damage call 1-800-336-7009 for updates on trail conditions.



TOURISM COMMISSION
1-800-336-7009